



DURAMAX

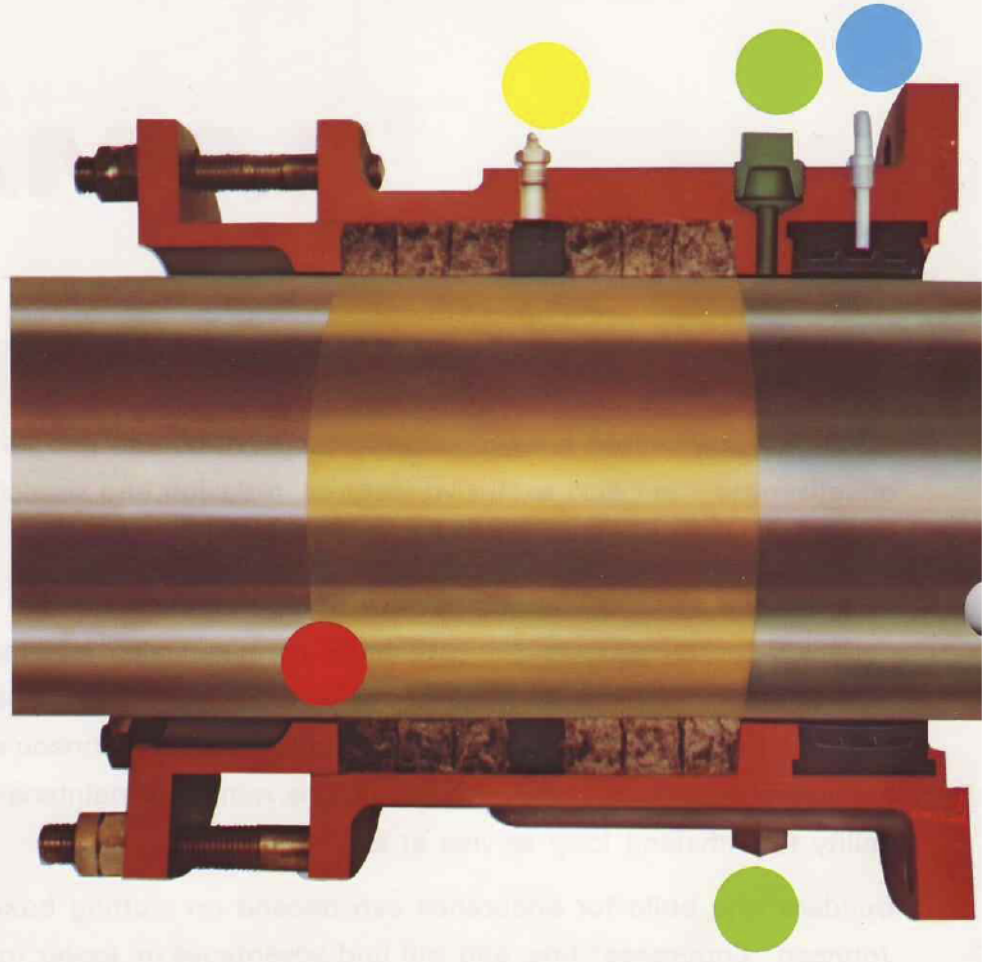
"AIR SEAL" STUFFING BOX

Another Johnson exclusive! Heavy-duty models with suffix "IR" incorporate a unique rubber air-seal ring which allows replacement of packing even at sea if necessary. Ship's engineers simply inflate a rubber ring built into the aft portion of the housing. This seizes the shaft and seals out seawater until packing is completed. With repacking accomplished, air is released from the seal, which retracts into the housing clear of the shaft surface.

The cutaway at right illustrates Model 1786-IR, for use with water-lubricated bearings, with packing lubricated by grease.

The "Air-Seal" is available with solid heavy-duty units, as shown; also with "split" units, designed for shafts larger than 15" (381.00mm) diameter.

Allows Repacking Without Drydocking Vessel



"Air-Seal" ring when inflated seals out seawater during repacking. No need to drydock ship.

Pressure: 15 psi (2679 grams/cm²).

Packing gland retaining surfaces are slightly beveled to exert controlled packing pressure against shaft. Feature insures full-length contact with moderate compression force, an aid to longer packing life.

Ribbed and perforated lantern-ring in way of grease fitting is channeled to distribute grease uniformly along packing.

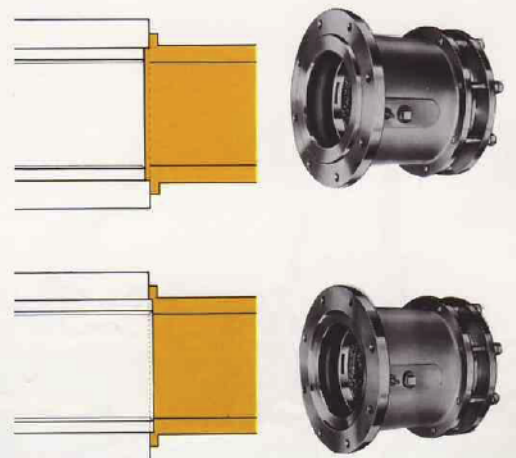
Water inlet aft of packing connects to ship's piping, delivers lubricating water to shaft bearing. Inlet is correct diameter for proper flow to bearing. Plugged outlet opposite inlet allows for water drainage. Water should be piped thru both inlets.

Flange Configurations - For Mating With Stern Bearings

Female Recess - for use where a flange-type forward stern tube bearing with a male boss is mated with the stuffing box. Models shown on opposite page may be ordered with a female recess precisely machined to fit the male pilot of the bearing flange. The two flanges when joined thus form a solid unit insuring alignment.

Male Pilot - When specified for use with Johnson demountable rubber-stave bearings at the forward stern tube position, stuffing box flange has a machined male pilot which fits into the stern tube, thereby compressing bearing staves and locking them in place. This flange is called out for the Johnson DBA-2 Forward Stern Tube Demountable Bearing/ Stuffing Box Assembly. Where a forward demountable bearing is used, the male pilot flange assures alignment with the stern tube.

Flanges are drilled unless otherwise specified.



**FOR HEAVY-DUTY SERVICE
AT FORWARD STERN TUBE
LOCATION**

Sizes - 2-1/2" to 15" (63.50 to 381.00mm)

Ruggedly built of highest quality cast naval bronze*, with extra-thick fillet-reinforced flanges and precision machining, Johnson heavy-duty stuffing boxes qualify for the most demanding service. Emphasis in design is on extra strength at critical stress-points, and on equitable stress-distribution through mounting and gland flanges.

(* Standard units are of cast bronze; also available in cast aluminum or mild steel.

FIG. 1786-IR — WATER-GREASE LUBRICATION, WITH "AIR-SEAL"

For use with water-lubricated stern tube bearings. Fig. 1786-IR is fitted with inflatable "Air-Seal" ring; also inlets for water lubrication to bearings, and "zerk" fitting with lantern-ring for grease lubrication of packing.

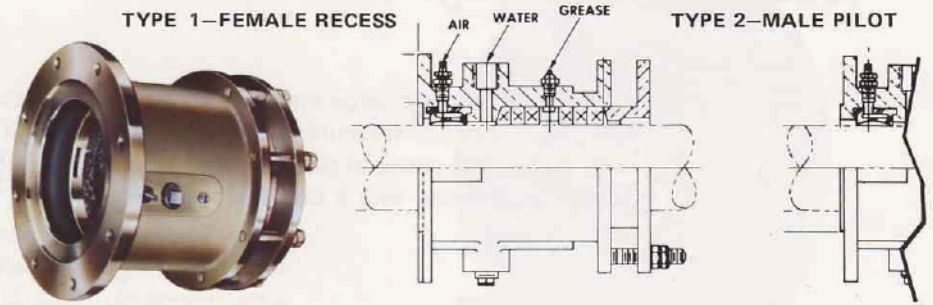


FIG. 1787-IR — GREASE LUBRICATION, WITH "AIR-SEAL"

Identical to Fig. 1786-IR, but does not include inlets for water lubrication. Suitable for a short stern-tube where a forward bearing is not used. Includes "zerk" fitting and lanterning for grease-lubrication of packing.

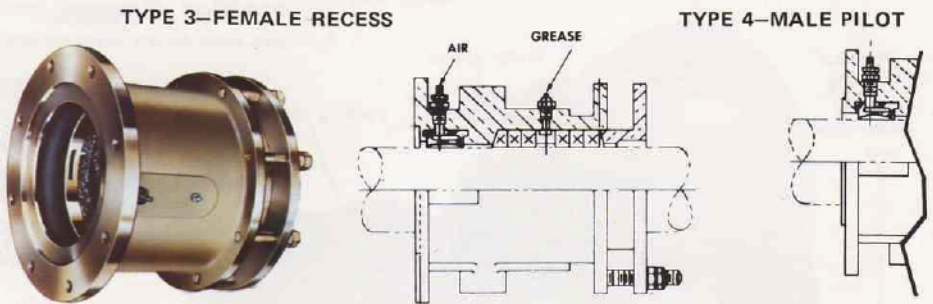


FIG. 1788-IR — WATER LUBRICATION ONLY, WITH "AIR-SEAL"

Fitted with water inlet for bearing lubrication. Does not include grease fitting or lanterning; packing gland accommodates seven rings of packing as opposed to six for grease-lubricated glands. For use with self-lubricated packing.

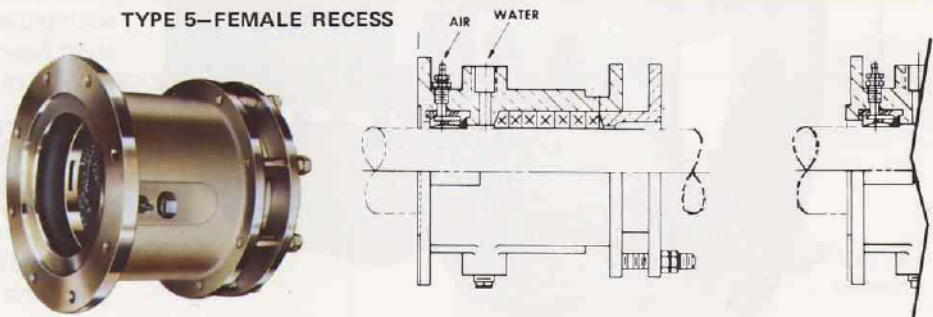
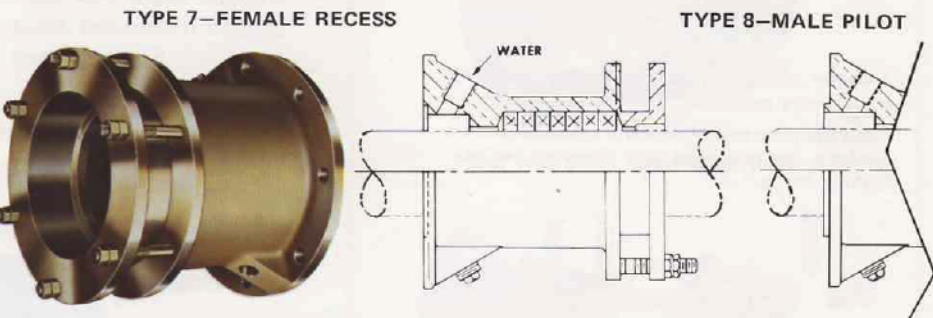


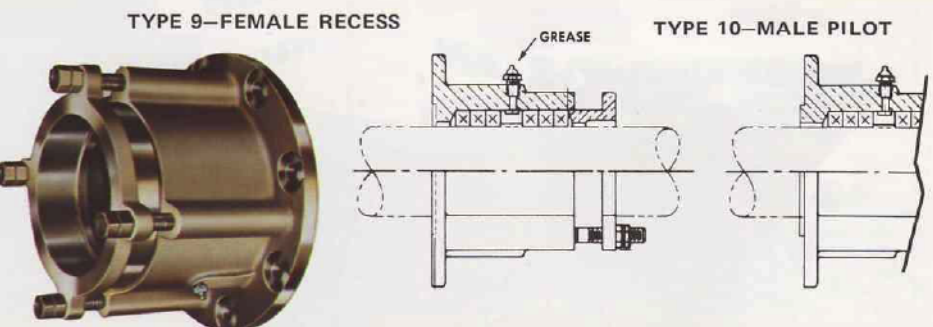
FIG. 1789 — WATER LUBRICATION

Lower in cost, does not include "Air-Seal" feature nor packing grease fitting, but is otherwise the equal of the foregoing models. Water inlet delivers water to stern tube bearings.



**FIG. 1790 — GREASE LUBRICATED
2-1/2" to 7-3/4" (63.50 to 196.85mm)**

For vessels with shafts up to 7-3/4" (196.85 mm) this economical unit offers high efficiency at moderate cost. Equipped with grease-fitting, lantern-ring and space for six rings of packing. Four glandstuds are mounted in ridges cast in barrel, providing high strength for gland compression.



Packing is NOT Included as Standard Equipment